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Personal rapid transit, or P R T, is a transportation system conceived of over a hundred years ago in New England. A man by the name of David G. Weems tested a transport system designed to carry mail. He anticipated the eventual transport of people as well as freight with this system which he tested at over 120 miles per hour in the year 1889.

Despite this remarkable achievement, the man and his idea remain virtually unknown to the world today. How would the world be different had this idea been brought to practical fruition?

Try to imagine a landscape unsegmented by the millions of miles of roadway systems which now wind endlessly through our world. Imagine another several hundred thousand lives that never would have ended in traffic accidents nor been detoured due to injuries.

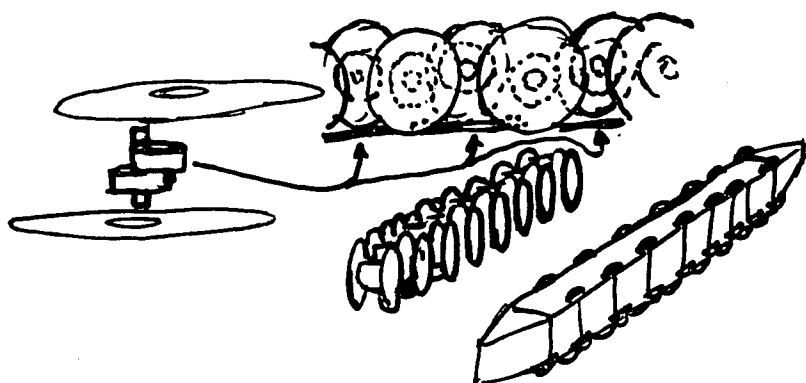
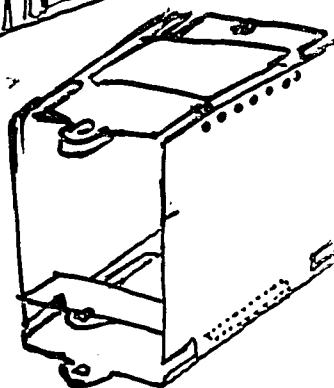
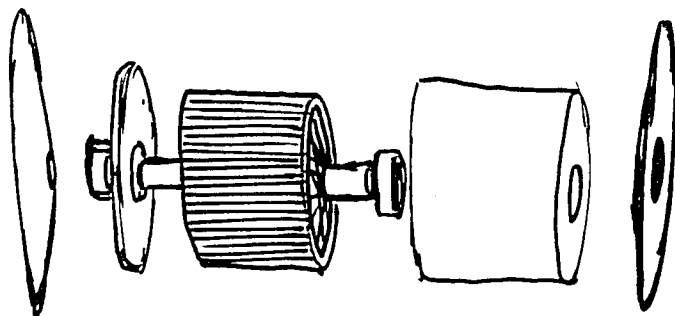
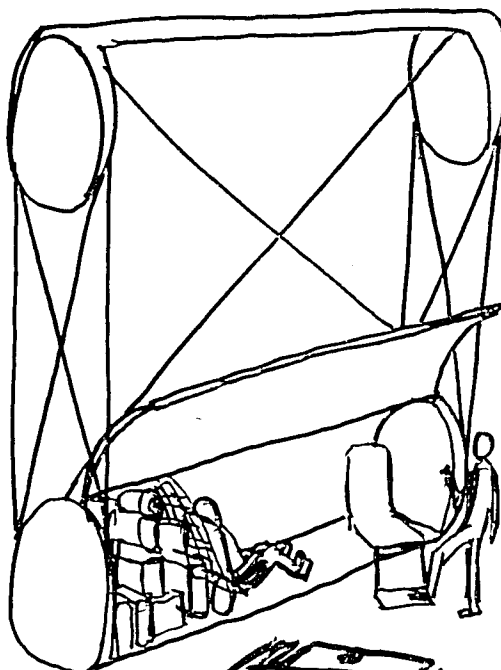
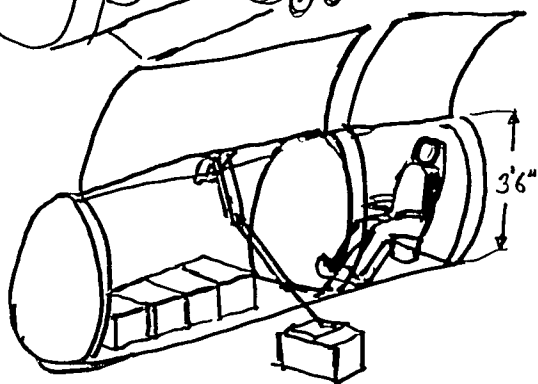
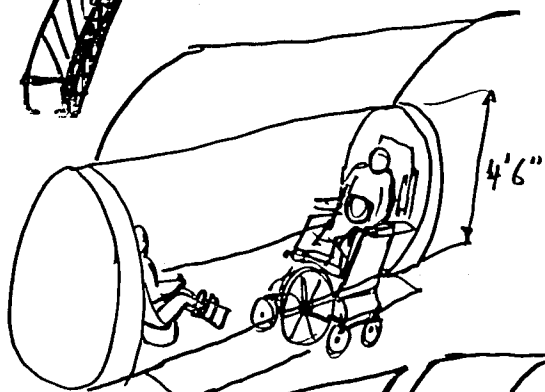
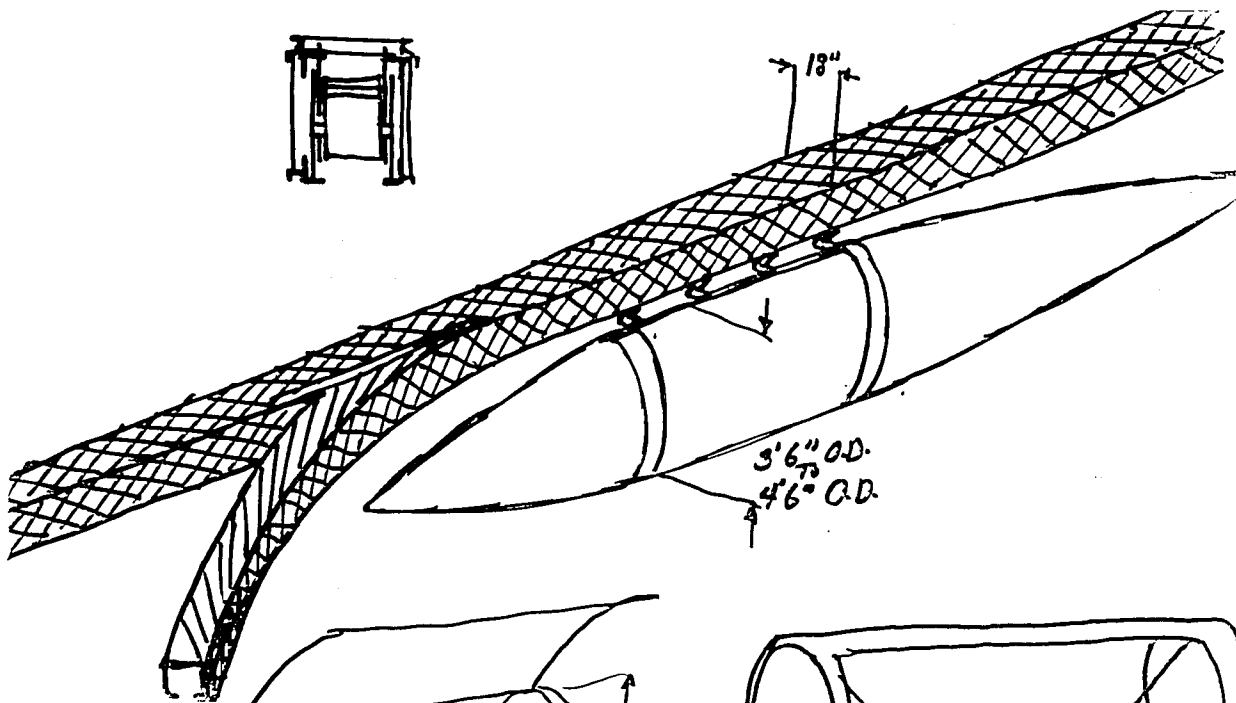
Though we cannot relive the last 100 years, we can take responsibility for making decisions that will improve human lives in the next hundred years. A solidly entrenched infrastructure (the oil and auto industries being just two examples) exists today in support of the mistaken 20th century transportation decisions. No one who believes that we have walked the surface of the moon should settle for spending trillions of future transportation dollars to prop up the existing mistake.

Benefits related to the universal use of P R T include but are not limited to the following:

- *Ultimately safe travel, regardless of weather conditions**
- *Travel speeds on a par with current air travel speeds**
- *Unimagined flexibility**
- *Great economy**

Further information regarding P R T can be found on the following web sites:

skytran.net higherway.us swedetrack.com





Transportation Replacement Guideways

General References; skytran.net, "Flyway" or swedetrack.com, search higherway.us, "Advanced Transit Association", "Transportation Alternatives", "taxi-2000", All the links on all the PRT, monorail and tube freight web sites, all the works on PRT by Professor Ed Anderson, the Transportation Research Board's home page access [TRIS files](#), search for "personal rapid transit" 660+ technical papers and conference proceedings abstracts and full text locations, *Innovation and Public Policy* a 400 page book by Catherine Burke on the political science and sociology issues that affect PRT available from E-Text on the internet in paper or disc. See the Monorail Society web site for historical references. See the Electro Automatic high speed railway work of David G. Weems 1884 to 1889 and Electric Carrier Corporation work 1907 to 1913 information, original documents, vehicles and artifacts available from the National Archives and Smithsonian Institute and Library of Congress. PRT video clips of a few historic PRT systems and the Monorail Society video available from Jim Burden. Most PRT pictures and applied data have disappeared from the main engineering libraries accept in little read conference proceedings and materials available from isolated and primary sources. It would be good to get all of the documentation cataloged into one place at a automated grade separated transportation museum. No known university for the last thirty years collects all the data. Individual professors have archived data that seems to disappear from easy reference once they retire or leave.

This is an applied design study of an ultimate means of transportation, isolating tens of thousands of systems and component characteristics, looking for what would work as best as mechanistically possible to provide a flawless commercial and consumer transportation service. The goal for me has been to create a technically oriented business plan with the users benefits and not the providers guaranteed long term profitability in mind. This requires picking from proven mechanisms the means to achieve ultimately fast and low in cost transportation so superior to every thing we are investing in today that their simply is no Corporation against it's quick take over. This transportation has to be under the cost of rebuilding urban and rural street networks and operating vehicles on them about every five to ten years to justify the conversion.